TRAVEL PRICES DECLINE IN DECEMBER

With the help of falling gasoline and lodging prices, the cost of travel in the U.S. dropped 0.3 percent in December, the second consecutive monthly decline in travel prices and the third decline in 1984, according to the U.S. Travel Data Center's monthly Travel Price Index (TPI).

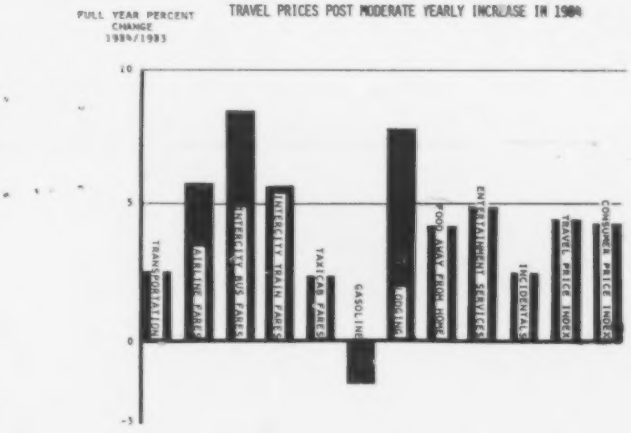
For comparison, the Consumer Price Index (CPI) increased by 0.1 percent on a seasonally unadjusted basis in December.

The TPI, which measures changes in the seasonally unadjusted cost of lodging, food, transportation and other goods and services purchased by Americans traveling away from home in this country, fell to 366.8 in December (1967=100).

Lodging prices dropped the most, down 1.7 percent in December. Gasoline prices decreased 0.9 percent and incidentals dropped 0.3 percent.

The TPI has increased 4.1 percent since December 1983, slightly more than the 4.0 percent growth registered by the CPI during the same period. Intercity bus fares increased 12.3 percent, followed by airline fares, which rose 6.5 percent. Gasoline prices were the only component posting a decrease, down 2.5 percent from 12 months earlier.

For all of 1984, travel prices grew 4.4 percent over 1983. A 1.6 percent decline in gasoline prices, combined with slight increases in incidentals, contributed to the moderate yearly increase. Intercity bus fares posted the largest jump, 8.5 percent. ##



Monthly, Annual and Full Year Rates of Change in the Travel Price Index and Components, December 1984

TPI Component	Monthly Percent Change November 1984 to December 1984	Annual Percent Change December 1983 to December 1984	Full Year Percent Change 1984/1983
Transportation	- 0.2	2.6	2.5
Airline Fares	0.2	6.5	5.9
Intercity Bus Fares	1.9	2.3	8.5
Intercity Train Fares	1.2	4.7	5.7
Taxicab Fares	0.0	1.2	2.4
Gasoline	- 0.9	- 2.5	- 1.6
Lodging	- 1.7	6.3	7.8
Food Away From Home	0.4	4.2	4.2
Entertainment Services	2.4	5.7	5.0
Incidentals	- 0.3	2.7	2.5
TRAVEL PRICE INDEX	- 0.3	4.1	4.4
CONSUMER PRICE INDEX	0.1	4.0	4.3

Source: U.S. Travel Data Center and U.S. Bureau of Labor Statistics

TRAVEL PRINTOUT is published monthly by the U.S. Travel Data Center, the national non-profit center for travel and tourism research, 1899 L Street, N.W., Washington, DC 20036. Telephone number, (202) 293-1040. Dr. Douglas C. Frechtling, Director; Ida Simmons, Editor. ISSN: 0744-6233.

TRAVEL PRINTOUT reports on the results of Data Center projects, national travel research conducted by other respected organizations, and trends in the U.S. travel industry. Subscriptions are available for $45 per year, U.S., Canada and Mexico; other foreign countries, $55 per year, payable in U.S. funds only.

TRAVEL INCREASES SLIGHTLY IN OCTOBER

Travel during October rose 2 percent over year-earlier levels, according to the U.S. Travel Data Center's latest National Travel Survey.

Following a 13 percent decrease in September, travel by Americans totaled 82 million person-trips in October 1984, up from 81 million one year earlier. (A person-trip is measured each time anyone goes 100 miles or more away from home.)

The monthly telephone survey reported that vacation travel made a comeback after falling below 1983 levels for three consecutive months, surging 25 percent over October 1983. Weekend travel grew for the first time since June 1983, posting a 15 percent increase.

Pleasure travel declined for the fourth month in a row, however, down nearly 4 percent below the level recorded in October 1983. Travel for business or convention purposes recorded the smallest growth, rising only 5 percent.

While travel party size increased slightly, the average number of nights spent away from home declined from 5.0 nights in October 1983 to 4.4 nights in 1984. The average round-trip distance declined as well, from 800 to 720 miles.

The number of adults planning a vacation trip in the next six months increased 10 percent from last year, while those undecided about their future vacation plans fell 8 percent.

Forty-four percent plan to use commercial lodging, while 41 percent indicated plans to stay with friends or relatives. However, the average duration of these intended vacation trips fell to 8.0 nights, down from 8.9 nights recorded in 1983.

While the number of Americans planning to vacation in destinations outside the United States continued to increase, plans to visit the Frontier West also showed strong growth. ##

OUTLOOK
(CONTINUED FROM PAGE 1)

likely that these systems will give businesses additional flexibility in choosing new locations for national and regional headquarters operations. To the extent that firms locate these facilities farther from established population and business centers, travel could actually expand.

7) The growing competition for consumer leisure time represented by various home entertainment, communication and computer systems may have mixed consequences for travel. These home leisure-time options might reduce U.S. weekend travel but stimulate longer vacation trips.

The 1985 U.S. Industrial Outlook is available for $15.00 from the Government Printing Office, Documents Department, Washington, DC 20402. ##

AIR TRAVELERS
(CONTINUED FROM PAGE 1)

than those in other age groups.

The incidence of having ever flown is directly related to income: 88 percent of people with annual incomes of $40,000 or over have flown, while 78 percent of those with annual incomes of $20,000-$39,999 and 63 percent with annual incomes of $10,000-$19,999 have flown.

Of U.S. adults who have flown in the last 12 months, 91 percent flew within the United States, 10 percent to Mexico or the Caribbean, 6 percent to Canada and 13 percent to other international destinations.

Eighty-one percent of travelers flying during the last 12 months listed pleasure or personal reasons as trip purpose, while 34 percent listed business reasons.

The "1984 Air Travel Survey" is available for $25.00 by writing to the Economics and Finance Department, Air Transport Association, 1709 New York Avenue NW, Washington, DC 20006. ##

States comprising the Census regions:

NEW ENGLAND: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont. **MIDDLE ATLANTIC:** New Jersey, New York, Pennsylvania. **SOUTH EAST:** Alabama, Delaware, Florida, Georgia, Kentucky, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, West Virginia. **EAST NORTH CENTRAL:** Indiana, Illinois, Michigan, Ohio, Wisconsin. **WEST NORTH CENTRAL:** Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota. **WEST SOUTH CENTRAL:** Arkansas, Louisiana, Oklahoma, Texas. **MOUNTAIN:** Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, Wyoming. **PACIFIC:** Alaska, California, Hawaii, Oregon, Washington.

CURRENT TRAVEL INDICATORS

	November 1984	% Change from October 1984	% Change from November 1983	Year-to-date % change 1984/83
Establishment receipts or retail sales				
Hotels, motels and other lodging places(1)	$ 2,616 million	- 9.0	5.9	15.1
Eating and drinking places(2)	$10,238 million	- 2.7	7.6	7.3
Gasoline service stations(2)	$ 8,761 million	- 1.4	2.3	1.9
Commercial lodging demand				
Hotel/motel occupancy rate(3)	65.5 percent	- 1.3	1.5	1.5
Real demand for commercial lodging(4)	$ 918 million	- 0.2	- 0.5	4.6
Airline passenger traffic(5)				
Domestic revenue passenger-miles	15.6 billion	0.1	10.1	0.1
International revenue passenger-miles	3.9 billion	-10.6	12.1	10.2
Bus passenger traffic(6)				
Intercity bus passenger-miles	1.8 billion	-25.7	- 1.7	- 1.9
Highway traffic volume(7)				
Rural arterial vehicle-miles	36.5 billion	- 5.4	5.8	5.3
Rail passenger traffic(8)				
Amtrak passenger-miles	338.0 million	4.8	- 0.5	5.6
Travel Price Index(9)	307.8	- 0.3	3.7	4.4
U.S. resident travel(10)				
Total person-trips	N/A	N/A	N/A	N/A
Vacation person-trips	N/A	N/A	N/A	N/A
Public use of national parks(11)				
Visits	14,139,083 *	-31.1	11.2	- 2.4
Overnight stays	548,756	-37.8	- 2.3	10.0
Foreign arrivals to U.S.(12)				
From overseas	N/A	N/A	N/A	N/A
From Canada	642,190	-19.1	- 7.5	- 8.7
U.S. citizen departures(12)				
To overseas	N/A	N/A	N/A	N/A
To Canada	473,038	-36.1	7.8	8.1
Domestic demand for motor gasoline(13)				
Barrels per day	6,700 thousand	- 0.3	1.6	0.2

(1)Source: Laventhol and Horwath, seasonally unadjusted. (2)Preliminary; adjusted for seasonal variation and trading day differences. Source: Bureau of the Census. (3)Source: Laventhol and Horwath, seasonally adjusted. (4)Source: Laventhol and Horwath, unadjusted expenditures for commercial lodging adjusted for inflation since 1972. (5)Preliminary; U.S. scheduled service air carriers. Source: Civil Aeronautics Board. (6)All carriers regular route and charter service. Source: American Bus Association. (7)Source: Federal Highway Administration. (8)Source: National Railroad Passenger Corporation (Amtrak). (9)Source: U.S. Travel Data Center and Bureau of Labor Statistics. (10)Source: U.S. Travel Data Center. (11)Preliminary; unadjusted for differences in reporting units. Source: National Park Service. (12)Source: U.S. Travel and Tourism Administration and Nettleton Travel Research Center. (13)Preliminary; Source: U.S. Department of Energy.

U.S. Travel Data Center

1899
L Street
Northwest
Washington, D.C.
20036
(202) 293-1040

U.S. POSTAGE
PAID
FIRST CLASS
PERMIT NO. 45523
WASHINGTON, D.C.

February 1985

TRAVEL PRINTOUT

Research News for the U.S. Travel Industry

Jeanne Long
Congressional Information
Service
4520 East-West Hwy., Ste. 800
Bethesda, MD 20814

4/1/85 F RG375-1

TRAVEL PRINTOUT

Supported by a grant from Travel Industry Association of America

Research News for the U.S. Travel Industry

U.S. Travel Data Center

March 1985 Volume 14, Number 3

LACKLUSTER 1984 DOMESTIC TRAVEL MARKET DISAPPOINTS INDUSTRY

The travel business is good, but not as good as it should be in the strong economic recovery, according to U.S. Travel Data Center Director Dr. Douglas C. Frechtling.

In an address to the Wertheim Lodging Conference in February, Dr. Frechtling said that travel industry sales in 1984 grew 9.7 percent, with the demand for travel goods and services slackening at midyear from the boom rates of earlier months. This growth rate was 1 percent slower than that for the gross national product, making 1984 the first time in three years that travel sales have not outpaced the GNP. This appears to be the product of relatively low travel price inflation and limited growth in real travel activity.

Trip volume fell 5 percent in 1984 to 842 million person-trips, according to the U.S. Travel Data Center's monthly National Travel Survey. This is considerably worse than the 1 percent drop in 1983 and is the third year in a row that total U.S. person-trips have fallen. (A person-trip is measured each time anyone goes 100 miles or more away from home.)

In contrast, vacation travel, which comprises about two-thirds of all person-trips, rose 7 percent in 1984, and travel for business and convention purposes rose more than 6 percent.

U.S. consumers have allocated increasing portions of their additional recovery-produced dollars to purchasing automobiles and major household items postponed during the previous recessions. These dollars, totaling $100 billion a year for the last two years, would have financed increased leisure travel in more normal economic recoveries.

"Future travel sales growth for individual companies will come from astute marketing rather than from dramatic growth in overall demand," commented Dr. Frechtling.

The unusual strength of the dollar abroad also contributes to restraints on the domestic travel business: more American travel dollars are spent abroad while fewer foreign travel dollars flow in. The result, stated Dr. Frechtling, is "a lackluster domestic travel market, growing more slowly than the overall economy and producing mediocre employment growth.

"While much of the travel industry recognized that pent-up demand for consumer durables and historically-strong dollar exchange rates would restrain domestic travel spending for a time in the new recovery," Dr. Frechtling concluded, "none of us anticipated the transition back to 'normal' consumption patterns would last so long." ##

FOREIGN VISITORS CONTRIBUTE OVER 12% OF 1983 U.S. TOURISM RECEIPTS

Tax revenues generated by 21.7 million foreign visitors' tourism spending totaled over $1.6 billion in 1983, more than 12 percent of total tourism tax revenues, according to a report to be released soon by the U.S. Travel and Tourism Administration.

The study, for which the U.S. Travel Data Center prepared state-by-state estimates of travel-generated payroll and tax revenues, showed that the fed-

1983 INTERNATIONAL TOURISM RECEIPTS
TOP TEN STATES

State	Receipts (millions)	Percent of Total Receipts
Florida	$ 2,650	19%
California	2,630	19
New York	1,570	11
Hawaii	1,170	9
Texas	1,110	8
Arizona	350	3
Nevada	310	2
Washington, D.C.	290	2
Massachusetts	270	2
Illinois	230	2

(Continued on page 3)

TRAVEL PRICES POST MODERATE RISE IN JANUARY

Declining gasoline prices helped hold down the rise in travel prices in January to 0.1 percent, according to the U.S. Travel Data Center's Travel Price Index (TPI).

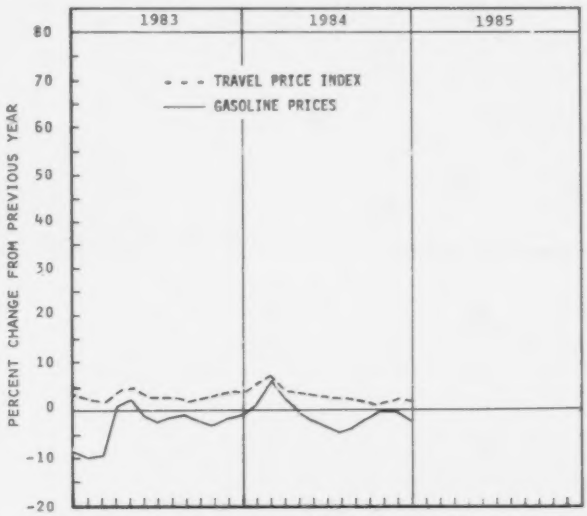
The TPI outperformed the Consumer Price Index (CPI) as the latter grew 0.2 percent on a seasonally unadjusted basis in January.

The TPI, which measures changes in the seasonally unadjusted cost of lodging, food, transportation and other goods and services purchased by Americans traveling away from home in this country, stood at 367.3 in January (1967=100).

Gasoline prices decreased 2.4 percent from the previous month to lead all TPI components in price decline. Incidentals prices fell 0.7 percent, the only other travel-related costs to decline in January.

On the other hand, the cost of lodging while out of town jumped 1.4 percent and bus fares increased 0.9 percent over the previous month. Taxicab and airplane fares increased 0.7 and 0.6 percent, respectively.

Since January 1984 gasoline prices have fallen 3.6 percent. Intercity bus fares increased the most over this period--8.1 percent--followed by airplane fares, up 6.6 percent. The cost of lodging while out of town rose less than 5 percent, and the cost of entertainment services rose 6 percent. ##



FALLING GASOLINE PRICES CONTINUE TO MODERATE TRAVEL PRICES

Monthly and Annual Rates of Change in the Travel Price Index and Components, January 1985

TPI Component	Monthly Percent Change December 1984 to January 1985	Annual Percent Change January 1984 to January 1985
Transportation	- 0.7	2.1
Airline Fares	0.6	6.6
Intercity Bus Fares	0.9	8.1
Intercity Train Fares	0.5	4.4
Taxicab Fares	0.7	1.7
Gasoline	- 2.4	3.6
Lodging	1.4	4.9
Food Away From Home	0.2	3.9
Entertainment Services	0.6	6.0
Incidentals	- 0.7	2.6
TRAVEL PRICE INDEX	0.1	3.4
CONSUMER PRICE INDEX	0.2	3.6

Source: U.S. Travel Data Center and U.S. Bureau of Labor Statistics

TRAVEL PRINTOUT is published monthly by the U.S. Travel Data Center, the national non-profit center for travel and tourism research, 1899 L Street, N.W., Washington, DC 20036. Telephone number, (202) 293-1040. Dr. Douglas C. Frechtling, Director. Ida Simmons, Editor. ISSN: 0744-6233.

TRAVEL PRINTOUT reports on the results of Data Center projects, national travel research conducted by other respected organizations, and trends in the U.S. travel industry. Subscriptions are available for $49 per year, U.S., Canada and Mexico; other foreign countries, $59 per year, payable in U.S. funds only.

TRAVEL DECLINES SLIGHTLY IN NOVEMBER

Travel during November declined less than 1 percent from year-earlier levels, according to the U.S. Travel Data Center's latest National Travel Survey results.

Following a 2 percent increase in October, travel by Americans fell from 92.8 million person-trips in November 1983 to 91.8 million a year later. (A person-trip is measured each time anyone goes 100 miles or more away from home.)

The monthly telephone survey reported that vacation travel continued the surge registered in October of this year, rising 26 percent from one year earlier. However, weekend travel, despite strong increases in October, dropped 11 percent.

Pleasure travel, such as visiting friends or relatives, sightseeing or other entertainment purposes, halted its four-month decline with a gain of 1 percent over the previous year. Business/convention travel, however, fell 2 percent.

The average trip duration rose to 5.3 nights in November 1984 from 4.7 nights one year earlier. Round trip distance grew from 800 to 870 miles.

The South had the greatest number of November visitors and posted a 14 percent increase over November 1983 levels. Great Lakes Country travel continued its strong growth, posting a 15 percent rise, the fastest growth rate of any region.

The number of U.S. adults planning vacation trips in the next six months following November (December 1984 through May 1985) increased 4 percent over the previous year. Those undecided about vacation plans also rose sharply.

Of those planning a trip, 53 percent said they would travel by personal motor vehicle, a 2 percent increase over 1983 levels, while 40 percent planned to travel by air, an increase of 15 percent. Forty-four percent plan to use commercial lodging, while 35 percent intend to stay with friends or relatives. ##

DATA CENTER UPDATES TRAVELTAB

The first estimates of travel and its impact for 1984 will appear in "TravelTab 85", a six-panel brochure answering the most frequently-asked questions about the travel industry, to be released around April 30 by the Data Center.

The pocket guide to the travel industry will be available in bulk quantities to organizations which would like to distribute it to members in observance of National Tourism Week. The cost is $50.00 plus 25 cents each, and orders must be received by April 15 to be included in the first printing.

For more information or to place an order, contact Ida Simmons at the U.S. Travel Data Center, 202/293-1040. ##

VISITORS (CONTINUED FROM PAGE 1)

eral government received $854 million in tax receipts from foreign visitors, while $599 million went to state governments and $203 million to local governments.

Foreign visitors' spending generated 312,800 American jobs in 1983, or one job per 37 overseas visitors. Foreign tourism directly generated over 63 thousand jobs in Florida, more than in any other state, followed by California, New York, Hawaii and Texas.

Foreign visitors spent 28 percent of their travel dollars on lodging, and purchases/incidentals accounted for a further 27 percent. Nineteen percent of expenditures were for foodservice, 15 percent were for domestic transportation and 11 percent were for entertainment.

For more information on the USTTA study The Economic Impact of Foreign Visitor Spending, which analyzes foreign visitor spending by country of residence, trip purpose and impact on payroll, employment and tax receipts on the national, regional and state levels, contact Don Wynegar, director, U.S. Travel and Tourism Administration, U.S. Department of Commerce, Room 1516, Washington, DC 20230. ##

2908-26

States comprising the travel regions are:

NORTHEAST: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont, New York, New Jersey, Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, West Virginia. SOUTH: Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee. GREAT LAKES COUNTRY: Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, Wisconsin. MOUNTAIN WEST: Colorado, Montana, Nebraska, North Dakota, South Dakota, Utah, Wyoming. FRONTIER WEST: Arizona, Kansas, Missouri, New Mexico, Oklahoma, Texas. FAR WEST: Alaska, California, Hawaii, Idaho, Nevada, Oregon, Washington.

CURRENT TRAVEL INDICATORS

	December 1984	% Change from November 1984	% Change from December 1983	Year-to-date % change 1984/83
Establishment receipts or retail sales				
Hotels, motels and other lodging places(1)	N/A	N/A	N/A	N/A
Eating and drinking places(2)	$10,667 million	0.1	9.8	7.8
Gasoline service stations(2)	$ 8,554 million	- 1.8	- 2.3	1.4
Commercial lodging demand				
Hotel/motel occupancy rate(3)	66.8 percent	1.9	- 1.0	1.2
Real demand for commercial lodging(4)	N/A	N/A	N/A	N/A
Airline passenger traffic(5)				
Domestic revenue passenger-miles	15.5 billion	- 0.4	1.9	0.3
International revenue passenger-miles	3.3 billion	-16.7	-13.9	8.5
Bus passenger traffic(6)				
Intercity bus passenger-miles	1.8 billion	4.5	1.1	- 1.7
Highway traffic volume(7)				
Rural arterial vehicle-miles	35.6 billion	- 2.6	8.7	5.6
Rail passenger traffic(8)				
Amtrak passenger-miles	396.9 million	17.4	- 0.4	5.1
Travel Price Index(9)	366.8	- 0.3	4.1	4.4
U.S. resident travel(10)				
Total person-trips	N/A	N/A	N/A	N/A
Vacation person-trips	N/A	N/A	N/A	N/A
Public use of national parks(11)				
Visits	10,855,051	-23.3	28.4	- 1.4
Overnight stays	346,659	-36.8	11.3	9.7
Foreign arrivals in U.S.(12)				
From overseas	N/A	N/A	N/A	N/A
From Canada	588,939	- 8.3	- 4.9	- 8.5
U.S. citizen departures(12)				
To overseas	N/A	N/A	N/A	N/A
To Canada	451,832	- 4.5	10.4	6.3
Domestic demand for motor gasoline(13)				
Barrels per day	6,580 thousand	- 3.3	- 3.9	- 0.1

(1)Source: Laventhol and Horwath, seasonally unadjusted. (2)Preliminary; adjusted for seasonal variation and trading day differences. Source: Bureau of the Census. (3)Source: Laventhol and Horwath, seasonally adjusted. (4)Source: Laventhol and Horwath, unadjusted expenditures for commercial lodging adjusted for inflation since 1972. (5)Preliminary; U.S. scheduled service air carriers. Source: Civil Aeronautics Board. (6)All carriers regular route and charter service. Source: American Bus Association. (7)Source: Federal Highway Administration. (8)Source: National Railroad Passenger Corporation (Amtrak). (9)Source: U.S. Travel Data Center and Bureau of Labor Statistics. (10)Source: U.S. Travel Data Center. (11)Preliminary; unadjusted for differences in reporting units. Source: National Park Service. (12)Source: U.S. Travel and Tourism Administration and Nettleton Travel Research Center. (13)Preliminary; Source: U.S. Department of Energy.

U.S. Travel Data Center
1899 L Street Northwest
Washington, D.C. 20036
(202) 293-1040

U.S. POSTAGE
PAID
FIRST CLASS
PERMIT NO. 45523
WASHINGTON, D.C.

March 1985

TRAVEL PRINTOUT

Research News for the U.S. Travel Industry

Jeanne Long
Congressional Information Service
4520 East-West Hwy., Ste. 800
Bethesda MD 20814